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A TRAVELLER'S TRICK—A FACT.

During a period of a very active opposition between the rival coach proprietors on the Wexford road, the down coach stopped at Rathnew, in the county of Wicklow, to breakfast; this repast, so indispensable to a traveller among the Wicklow mountains, was delayed, under various pretences, till the coachman's horn announced the moment of departure: in vain the passengers remonstrated against this precipitancy;—he must drive to time, and could not delay. When at length he had succeeded in getting his grumbling company together, one gentleman was found wanting; and on "mine host" opening the door of the breakfast-room, he found him quietly seated at the deserted table.

"The coach will be off," exclaimed the landlord.

"And so would I too, could I have got a spoon to eat my egg," replied the guest.

"A spoon, Sir."

"Yes, Sir, a spoon."

"Why, why, where are my spoons. Stop, stop coach;

Jack, Patt, Joe, run every one of you; stop the horses—stop the coach till I get my spoons," vociferated the landlord; while struck with consternation, each passenger looked to his neighbour for an explanation of the scene. In a few minutes a crowd had collected around the carriage, to whom the robbery of the spoons was detailed, with the resolution of the host, that all the passengers should be searched, with the assistance of his party. He was about commencing his operation, when out walked the dilatory passenger from the breakfast-table, who immediately demanded what was the matter.

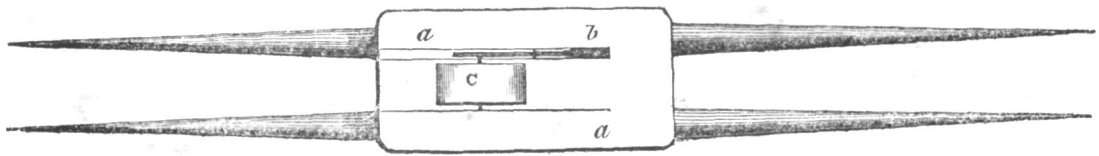
"Matter!" roared out the landlord; "have I not been robbed of a dozen of silver spoons by some of your rascally company—and your blackguard coachman is preventing me searching?"

"Then drive on, Paddy—all's right;" exclaimed the wag, and turning to the exasperated host, he said, "look into the tea-pot for your spoons, and for the future make more haste with your breakfast."

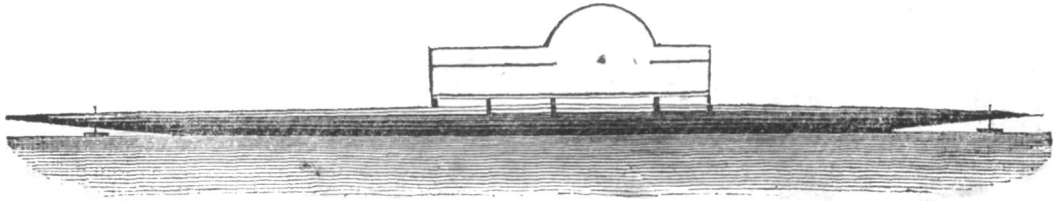
C. H. W.

Wexford.

CURIOUS AMERICAN STEAM VESSEL.



NO. 1—PLAN.



NO. 2—ELEVATION.



NO. 3—CYLINDER.

The above wood cut is from a copy of a drawing made at New York, of a novel and very curious steam-vessel, built for the navigation of the great river Hudson. The design of this vessel is by a man who, by his industry, and by some ingenious inventions, has raised himself from the station of "a common workman" to that of a master.—Its construction is altogether so original and extraordinary, that we think a brief description of it may not be uninteresting.

Two hollow bodies, or buoys, "shaped like cigars," eight feet diameter in the centre, and three hundred feet in length, placed about sixteen feet apart,* and connected by light frame-works, support the deck. These buoys are formed of white pine staves, precisely like a hoghead, without caulking, or external hoops, but are rendered perfectly water-tight, and the staves can be drawn together with any degree of force, by means of iron rods passing from the staves through holes in the circumference of hoops, placed at suitable distances within the buoys, which rods are drawn close to the centres of the hoops by screws extending outwards. The circumference

at the centre was diminished three inches by these screws. The deck (a, fig. 1) is ninety feet long, and in the middle is an enormous paddle-wheel, (c) thirty feet in diameter, with paddles fourteen feet wide. The cylinder (b) is of ten feet stroke, and the steam engine is provided with three boilers, like the locomotive engines.

The advantage of this construction is the very great buoyancy of the vessel: no load can sink the buoys more than two feet and a half—nor is she effected by the wind or tide. Her average speed is twenty-five miles, but at times she has been propelled at the rate of thirty miles an hour. The distance from New York to Albany, 145 miles, on the Hudson, is performed in about six hours. Her appearance is said to be very beautiful; and the captains of some American vessels described her to Dr. Lardner, as seeming "to skait along the water, without noise or swell, as if by magic." Vessels of such a form would not answer for sea navigation, but are admirably adapted for the broad and rapid rivers of America, and might be introduced with advantage on a smaller scale, upon some of the rivers and canals of Europe. C. E. C.

* In Dr. Lardner's lectures on the steam-engine, delivered a few months since at the Mechanics' Institution of Manchester, they are said to be thirty-two feet apart. The account we have given is taken chiefly from a letter from New York.

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